

Automated Commercial Environment—Requirements Recommendation

Date:	July 9, 2001
Number:	MMM - 008
Requestor:	Multi-Modal Manifest Subcommittee
Customs Co-Chair:	John Considine
Trade Co-Chair:	Len Podgurny

Requirement

US Customs Service needs to review and consider a re-design of present TRACK 4 requirements in order to simplify the process for all parties (shipper/importer, carriers, and USCS themselves).

We strongly recommend a single reference number that the importer can provide to the shipper to be passed through logistics companies, freight forwarders, and various modes of transportation, finally to be transmitted to USCS by the importing carrier.

Business Need

Currently in truck mode (NCAP prototype), USCS requires multiple codes to identify the shipment, the Track 4 importer, entry filer, seller/vendor, and purchaser/buyer. In fact, all carriers involved today are using a proprietary system maintained by a single importer.

This has extremely limited application, only to captive trading partners, and will not fit the business process of international commerce.

All other carriers and transportation modes require a process that will allow them to pass required data, without extensive re-writes of internal systems and re-writes of present manifest reporting.

A single consolidated code could be carried as a reference number. That single code would be assigned by USCS in the pre-approval process during importers application.

The code should probably include the present Track 4 code for importers, as the NCAP prototype/Track 4 process is focused on the importer. Then 3 or 4 characters should be able to distinguish seller/purchaser pairings, as they must be connected to the approved importer to be valid with the code. Filer code could be included, presently 3 characters. There might be characters to identify commodity, or issuers transaction reference.

Technical Need

Other importers will likely not build systems to transmit data for all truck carriers, most of whom will require a simplified solution if they are to participate, and other modes of transportation already have mature developed systems that cannot readily be altered to obtain, store, and transmit numerous additional fields.

But most systems could be altered to carry a single additional reference number of multiple characters that USCS could assign during the pre-approval stage, and then verify against their data banks when received on a manifest (as USCS does today, but for the multiple codes being used).

Example: in X12 format this could be carried and passed in the N9 segment. Restriction : ____ characters to be valid multi-modally.

Benefits

Primary benefit is that multiple carriers in multiple modes could transmit, and USCS could receive, a

single modified track 4 code, allowing additional importers to use this option in a condensed time frame.

Otherwise Track 4 may not happen for most cargo until the entire manifest reporting systems are being revised and re-worked, due to the complexity and costs in changing systems, and trade's inability to fund major changes multiple times.

Risks

There should be absolutely no additional risk with regard to data. The coding should go through the same scrutiny it does today during pre-approval.

Related Subcommittees

Priority: **Critical** ☒ **High** ☐ **Medium** ☐ **Low** ☐

Customs Use Only

Approved ☐

Not Approved ☐

Further Evaluation Required ☐